

1966.  
PORT HEALTH ADMINISTRATION

Port Health District.

The Port Health District of Preston embraces the whole estuary of the River Ribble, from Blackpool to Formby Point, and up the River Ribble and its tributaries to the furthest point to which the tide flows.

The dock, which is 3,200 feet long by 600 feet wide, covers 40 acres and is approached by the entrance basin 850 feet long by 300 feet wide, an area of 4½ acres.

The communicating locks are 550 feet long and 66 feet wide, with a depth of 29 ft. 6 in. at high water ordinary spring tide. The dock is situated within the county borough and is about 16½ miles along the River Ribble from the sea.

The quays are over 1½ miles long. There are 170 acres of storage ground and 590,000 square feet of covered floor space.

Section 1 - Staff.

Table A.  
Staff

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other appointment held
J.S.G. Burnett	Port Medical Officer	1. 2.49	M.D., D.P.H.	Medical Officer of Health
I.G.P. Fraser	Deputy Port Medical Officer	10. 6.63 to 31. 8.66	M.B., Ch.B., D.P.H.	Deputy Medical Officer of Health
L.P. Grime	Deputy Port Medical Officer	1. 9.66	L.R.C.P.I., L.R.C.S.I., L.M.R.C.P. & S.I., D.P.H.	Deputy Medical Officer of Health
F. Yates	Port Health Inspector	1. 9.64	Cert. R.S.I. and S.I.E.J.B., Cert Meat and Food	
G. Wood	Deputy Port Health Inspector	19. 5.65	Cert. P.H.I.E.B.	District Public Health Inspector







Address and Telephone Number of the Medical Officer of Health:

Health Department, Municipal Building, Preston.

Telephone number: Preston 54881.

Private address: Brook House, 252 Garstang Road, Fulwood, Preston.

Telephone number: Preston 77784.

Dr. L.P. Grime succeeded Dr. I.G.P. Fraser as Deputy Port Medical Officer on 1st. September, 1966.

Four Assistant Medical Officers were available also to undertake Port Health duties. During the year the medical officers boarded 24 ships from foreign ports and the public health inspectors boarded and inspected 733 ships.

Co-operation from H.M. Immigration Officers, The Trinity House Pilots, H.M. Customs Officers, the officials and staff of the Preston Port Authority, the shipping agents and others who have been contacted about various matters, has assisted in the smooth working of the Port Health Authority's functions.

Section II - Amount of shipping entering the district during the year.

Table

Ships entering the district during the year.

Ships from	Number	Tonnage	Number inspected		Number of ships report as having or having had during the voyage infectious disease on board
			By the Medical Officers	By the Public Health Inspectors	
Foreign ports	436	322,501	24	431	-
Coastwise	2,935	1,498,121	-	302	-
Total	3,371	1,820,621	24	733	-



Health Department, Municipal Building, Preston.  
Telephone number: Preston 3481.

Private address: 11, Grosvenor Road, Preston.  
Telephone number: Preston 7754.

Dr. J. P. Gwyn succeeded Dr. I. G. P. Gwyn as Deputy Port Medical

Officer on 1st September, 1935.

Four Assistant Medical Officers were available also to undertake

Port Health duties. During the year the medical officers handled 52

ships from foreign ports and the public health inspectors handled and

inspected 733 ships.

Co-operation from H.M. Immigration Officers, The Trinity House Pilot,

H.M. Customs Officers, the officials and staff of the Preston Port Authority,

the shipping agents and others who have been contacted about various matters,

has assisted in the smooth working of the Port Health Authority's functions.

Section II - Summary of statistics under the district during the year.

Table

Ships entering the district during the year.

Ships from	Number	Tonnage	Number inspected		Number of ships report as having or having had during the voyage infectious diseases on board
			By the Medical Officers	By the Public Health Inspectors	
Foreign ports	436	322,201	54	431	-
Guernsey	2,333	1,498,151	-	202	-
Total	2,769	1,820,352	54	633	-



# Section III - Character of Shipping and Trade during the year.

TABLE C.

Passenger Traffic		Number of Passengers	INWARDS	4,837
		Number of Passengers	OUTWARDS	5,099
Passengers to and from		Foreign ports	Irish Ferry Service	
Passengers in:-				
	Alien	38	)	4,640
	British	159	)	
Passengers out:-				
	Alien	12	)	4,969
	British	118	)	

## Cargo Traffic.

### Principal Imports.

Animal feeding stuffs, arsenic, asphalt rock, bacon, butter, bananas, bitumen, canned goods, china clay, copper, citrus fruits, cloth goods, coconuts, confectionery, eggs, fertilizers, flour, fish oil, frozen fish, frozen foods, fuel oils, grain, hardboard, hides, lard, maize, meat, milk, milk products, petroleum, potatoes, poultry, potash, resin, scrap iron, shell grit, stone, sulphur, timber, wood pulp, vehicles and containers.

### Principal Exports.

Barbed wire, canned goods, cloth goods, coal, coke, cotton, fruit, fuel oils, iron and steel, machinery, meat and offal, pitch, soap, scrap iron, tar, vehicles and containers, wines and spirits.

Total imports	1964	1,353,304 tons
Total exports	1964	805,126 tons
Total imports	1965	1,363,516 tons
Total exports	1965	822,554 tons
Total imports	1966	1,422,445 tons
Total exports	1966	883,881 tons



Passenger Traffic		Number of Passengers		INWARDS		OUTWARDS	
Passengers to and from		Foreign ports		Irish Ferry Service			
Passengers in:-							
British		139		)		4,640	
Alien		35		)			
Passengers out:-							
British		118		)		4,939	
Alien		15		)			

Carlo Tassi

Printed in India.

Animal feeding stuffs, various, asphalt rock, bacon, butter,  
bananas, bitumen, canned goods, china clay, copper, citrus fruits,  
cloth goods, cocoanuts, coalbeds, eggs, fertilizers, flour,  
fish oil, frozen fish, frozen foods, fuel oils, grain, hardwoods,  
hides, iron, kerosene, milk products, petroleum, potatoes,  
poultry, potash, resin, soap, shell grit, stone, sulphur,  
tallow, wood pulp, vehicles and containers.

...and the ...

Barbed wire, tanned goods, cloth goods, coal, coke, cotton, flax,  
fuel oil, iron and steel, machinery, meat and other, pitch, soap,  
sawp iron, fur, vehicles and containers, wines and spirits.

1987	402,222,1	1987	451,208	Total imports	Total exports
1988	412,222,1	1988	451,208	Total imports	Total exports
1989	412,222,1	1989	451,208	Total imports	Total exports
1990	412,222,1	1990	451,208	Total imports	Total exports
1991	412,222,1	1991	451,208	Total imports	Total exports
1992	412,222,1	1992	451,208	Total imports	Total exports
1993	412,222,1	1993	451,208	Total imports	Total exports
1994	412,222,1	1994	451,208	Total imports	Total exports
1995	412,222,1	1995	451,208	Total imports	Total exports
1996	412,222,1	1996	451,208	Total imports	Total exports
1997	412,222,1	1997	451,208	Total imports	Total exports
1998	412,222,1	1998	451,208	Total imports	Total exports
1999	412,222,1	1999	451,208	Total imports	Total exports
2000	412,222,1	2000	451,208	Total imports	Total exports
2001	412,222,1	2001	451,208	Total imports	Total exports
2002	412,222,1	2002	451,208	Total imports	Total exports
2003	412,222,1	2003	451,208	Total imports	Total exports
2004	412,222,1	2004	451,208	Total imports	Total exports
2005	412,222,1	2005	451,208	Total imports	Total exports
2006	412,222,1	2006	451,208	Total imports	Total exports
2007	412,222,1	2007	451,208	Total imports	Total exports
2008	412,222,1	2008	451,208	Total imports	Total exports
2009	412,222,1	2009	451,208	Total imports	Total exports
2010	412,222,1	2010	451,208	Total imports	Total exports
2011	412,222,1	2011	451,208	Total imports	Total exports
2012	412,222,1	2012	451,208	Total imports	Total exports
2013	412,222,1	2013	451,208	Total imports	Total exports
2014	412,222,1	2014	451,208	Total imports	Total exports
2015	412,222,1	2015	451,208	Total imports	Total exports
2016	412,222,1	2016	451,208	Total imports	Total exports
2017	412,222,1	2017	451,208	Total imports	Total exports
2018	412,222,1	2018	451,208	Total imports	Total exports
2019	412,222,1	2019	451,208	Total imports	Total exports
2020	412,222,1	2020	451,208	Total imports	Total exports
2021	412,222,1	2021	451,208	Total imports	Total exports
2022	412,222,1	2022	451,208	Total imports	Total exports
2023	412,222,1	2023	451,208	Total imports	Total exports
2024	412,222,1	2024	451,208	Total imports	Total exports
2025	412,222,1	2025	451,208	Total imports	Total exports
2026	412,222,1	2026	451,208	Total imports	Total exports
2027	412,222,1	2027	451,208	Total imports	Total exports
2028	412,222,1	2028	451,208	Total imports	Total exports
2029	412,222,1	2029	451,208	Total imports	Total exports
2030	412,222,1	2030	451,208	Total imports	Total exports
2031	412,222,1	2031	451,208	Total imports	Total exports
2032	412,222,1	2032	451,208	Total imports	Total exports
2033	412,222,1	2033	451,208	Total imports	Total exports
2034	412,222,1	2034	451,208	Total imports	Total exports
2035	412,222,1	2035	451,208	Total imports	Total exports
2036	412,222,1	2036	451,208	Total imports	Total exports
2037	412,222,1	2037	451,208	Total imports	Total exports
2038	412,222,1	2038	451,208	Total imports	Total exports
2039	412,222,1	2039	451,208	Total imports	Total exports
2040	412,222,1	2040	451,208	Total imports	Total exports
2041	412,222,1	2041	451,208	Total imports	Total exports
2042	412,222,1	2042	451,208	Total imports	Total exports
2043	412,222,1	2043	451,208	Total imports	Total exports
2044	412,222,1	2044	451,208	Total imports	Total exports
2045	412,222,1	2045	451,208	Total imports	Total exports
2046	412,222,1	2046	451,208	Total imports	Total exports
2047	412,222,1	2047	451,208	Total imports	Total exports
2048	412,222,1	2048	451,208	Total imports	Total exports
2049	412,222,1	2049	451,208	Total imports	Total exports
2050	412,222,1	2050	451,208	Total imports	Total exports
2051	412,222,1	2051	451,208	Total imports	Total exports
2052	412,222,1	2052	451,208	Total imports	Total exports
2053	412,222,1	2053	451,208	Total imports	Total exports
2054	412,222,1	2054	451,208	Total imports	Total exports
2055	412,222,1	2055	451,208	Total imports	Total exports
2056	412,222,1	2056	451,208	Total imports	Total exports
2057	412,222,1	2057	451,208	Total imports	Total exports
2058	412,222,1	2058	451,208	Total imports	Total exports
2059	412,222,1	2059	451,208	Total imports	Total exports
2060	412,222,1	2060	451,208	Total imports	Total exports



Principal ports from which ships arrive.

Foreign.

North Africa:	Casablanca, Kenitra.
North America:	Corner Brook, Harbour Grace, Miramichi Bay, Newcastle N.B., Pictou, N.S., Port St. Joe, U.S.A., Parrsboro, Sydney, N.S., Weymouth, N.S.
Antilles:	Barbados, Grenada, Kingstown, Port Castries, Port of Spain, Rousseau, St. Lucia, St. Vincent, St. George.
Belgium:	Antwerp, Ghent.
Danmark:	Copenhagen, Frederiksund, Hirtshals, Koge, Skagen.
Finland:	Abo, Hamina, Hanko, Jacobstad, Kasko, Kemi, Kotka, Mantyluoto, Oulo, Rauma, Turka, Tolkis, Toplla, Yxpilia.
France:	Bayonne, Donges, Libourne, Le Treport, Marseilles, Nantes, Rouen, Sete.
Germany:	Bremen, Emden, Hamburg, Wismar.
Greenland:	Faeringehavn.
Holland:	Amsterdam, Delfzyl, Groningen, Rotterdam.
Norway:	Follafo, Fredrikstad, Haugezund, Haroya, Hommelvik, Igarka, Kristiansund, Langstein, Larvik, Lauvnes, Namsos, Narvik, Oplo, Oslo, Porregrunn, Sandviken, Steinjker, Sarpsborg, Tofte, Trondheim, Vadheim.
Poland:	Gdanek, Stettin.
Portugal:	Setubal.
Spain:	Aviles, Bilbao.
Sweden:	Dansjo, Domsjo, Gefle, Gothenburg, Halmstad, Helsingborg, Hernosand, Husum, Iggesund, Karlsborg, Karlstad, Kramfors, Marieberg, Munksund, Norrkoping, Norsundet, Ostrand, Ronnshar, Skelleftea, Skutskar, Sundsvall, Uddevalla, Umea, Vaija, Varberg, Vastervik.
U.S.S.R.:	Archangel, Kalingrad, Leningrad, Onega.

British Isles:

Arklow, Ayr, Ardrossan, Barrow, Belfast, Bristol, Coleraine, Cork, Castletown,  
Douglas, Drogheda, Dublin, Dundalk, Fowey, Glasgow, Greenore, Grimsby, Heysham,  
Larne, Liverpool, London, Manchester, Milford Haven, Penmaenmawr, Plymouth,  
Portrush, Ramsey, Swansea, Stanlow, Waterford.



British Isles:

North Atlantic:

Coastguard, Kentish.  
 Corner Brook, Western Coast, Newfoundland N.S.,  
 Pictou, N.S., Port St. John, N.S.A., Pictou, N.S.,  
 Weymouth, N.S.

Antilles:

Barbados, Grenada, Kingston, Port Antonio, Port of Spain,  
 St. Vincent, St. Lucia, St. George.

Belgium:

Antwerp, Ghent.

Denmark:

Copenhagen, Frederiksborg, Hirtshals, Naers, Skagen.

Finland:

Åbo, Hangö, Hangö, Hangö, Hangö, Hangö, Hangö, Hangö,  
 Oulu, Rovaniemi, Turku, Vaasa, Vammala.

France:

Bordeaux, Dunkirk, Le Havre, Marseilles, Nantes,  
 St. Nazaire.

Germany:

Bremer, Hamburg, Lübeck, Wismar.

Greece:

Thessalonika.

Holland:

Amsterdam, Delft, Groningen, Rotterdam.

Norway:

Bergen, Christiania, Haugesund, Harstad, Helsingfors,  
 Kristiansund, Larvik, Langesund, Moss, Narvik,  
 Oslo, Sandnessjøen, Steinkjer, Trondheim,  
 Trondheim, Vadsø.

Poland:

Gdansk, Szczecin.

Portugal:

Lisbon.

Spain:

Alicante, Bilbao.

Sweden:

Bombay, Gothenburg, Kalmar, Kristianstad,  
 Karlskrona, Luleå, Malmö, Norrköping, Örebro,  
 Gäddede, Helsingborg, Hovudavoll, Hovudavoll,  
 Trondheim, Vadsø, Vadsø.

U.S.A.:

Albany, Baltimore, Boston, New York.

British Isles:

Antwerp, Bruges, Calais, Dover, Harwich, London, Liverpool, Newcastle, Plymouth, Southampton, Swansea, Tynemouth, Zeebrugge.



There was a slight increase in the total number of ships arriving.

Total imports again gave a record year's tonnage as did the total import and export aggregate tonnage.

The principal imports from foreign ports continue to be timber and wood pulp from Scandinavia, the U.S.S.R., and to a lesser degree from North America. Ships from the British West Indies arrived almost weekly carrying bananas, citrus fruits and coconuts. The tonnage of general Cargo exported to the British West Indies on these vessels has increased considerably. The container and ferry services from Northern Ireland and Eire provided the bulk of shipping entering the port. A further firm commenced on this service during the year. An additional regular container service has now become established between the Isle of Man and this port.

#### Section IV - Inland Barge Traffic.

There is no inland barge traffic from or to the Port of Preston.

#### Section V - Water Supply.

##### 1. Source of supply for

###### (a) The District

The district derives its water from the Preston and District Water Board, and this is an upland surface water derived from the gathering grounds in the Forest of Bowland. The water is of good quality, well suited for drinking and domestic purposes.

###### (b) Shipping

Shipping is supplied with water from the district supply by means of a hose from a shore hydrant.

##### 2. Reports of Tests for Contamination.

The following table gives details of samples of drinking water taken from ships entering the port and from the dock estate.



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considerably. The container and ferry services from Northern Ireland  
and also provided the bulk of shipping entering the port. A further firm  
commenced on this service during the year. An additional regular  
container service has now become established between the Isle of Man and  
this port.

Section IV - Island Barge Traffic.

There is no inland barge traffic from or to the Port of Preston.

Section V - Water Supply.

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Shipping is supplied with water from the district supply by means

of a hose from a shore hydrant.

2. Reports of Tests for Contamination.

The following table gives details of samples of drinking water taken

from ships entering the port and from the dock estate.



Table  
Water Samples

From	Type	Number	Results	
			Satisfactory	Unsatisfactory
Foreign Vessels	Bacteriological	8	4	4
Coastwise Vessels	Bacteriological	3	3	-
Port Authority Vessels	Bacteriological	1	1	-
Supply Hydrant and Hose	Bacteriological	2	2	-
Dock Estate	Bacteriological	3	2	1
Dock Estate	Chemical	1	1	-
Totals		18	13	5

The bacteriological failures of four samples taken from ships from foreign ports were notified to the Masters and to the owners' shipping agents who were requested to have their fresh water tanks emptied and thoroughly cleansed. Subsequent samples from three of these ships were found to be satisfactory; in the case of the remaining unsatisfactory sample, the ship concerned left this port before further samples could be taken but its water tanks had been cleansed.

The three satisfactory samples from coastwise vessels were from ships regularly carrying passengers from this port to Ireland.

The unsatisfactory sample from a warehouse tap on the dock estate was the subject of further sampling upon which the laboratory reported as being 'highly satisfactory'.

3. The supply of water to shipping is under the direct control of the Port Authority who employ a special staff for this purpose. Regular surveillance of fresh water supply hydrants, hoses and equipment is maintained so as to prevent contamination and ensure cleanliness and proper use of such appliance.

Samples were taken from a fresh water hydrant stand-pipe on the quay and from the hose terminal aboard ship. Both these samples were reported upon as satisfactory.







## Section VI - Public Health (Ships) Regulations, 1966.

The above Regulations came into operation with effect from 1st. April, 1966. All previous Regulations were revoked.

### 1. List of Infected Areas.

The list of infected areas is prepared from, and amended as necessary, with details obtained from the World Health Organisation in the Weekly Epidemiological Record and is drawn up in the form of the W.H.O. list supplied. Copies of the list are supplied to the Trinity House Pilotage Office, Preston, and H.M. Waterguard Office, Preston.

### 2. Radio Messages.

Preston is not a radio transmitting or receiving port, as defined by the Public Health (Ships) Regulations, 1966, for the purposes of regulations 13 and 14 (1)(a) and (2).

During the hours of the tidal period, the Master of a vessel lying within the limits of the Port of Preston, and equipped with V.H.F. radio, can report any sickness or untoward circumstance requiring the attention of the Port Health Authority through the Port's V.H.F. Radio Navigation Service operated from the Locks. Any such message is passed by telephone to the Port Medical Officer. Any ship not equipped with V.H.F. radio can have the boarding Pilot arrange for a message to be transmitted via the V.H.F. aboard the pilot boat.

### 3. Notification otherwise than by radio.

Shipping Agents are usually in radio/telephone communication with ships before they enter the harbour limits and any message requiring attention of the Port Medical Officer is passed to them to the Port Health Authority.

Ships requiring a Boarding Medical Officer are required to show the statutory signals as follows

By Day - Fly the signal L.I.H.

By Night - Red Light over a White Light.

In several instances cases of sickness were notified but in each case



The above information was obtained from the [redacted] and is being furnished to you for your information only. It is not to be distributed outside your agency.

1. [redacted]

The [redacted] is a [redacted] of [redacted] and is being furnished to you for your information only. It is not to be distributed outside your agency.

2. [redacted]

[redacted] is a [redacted] of [redacted] and is being furnished to you for your information only. It is not to be distributed outside your agency.

3. [redacted]

[redacted] is a [redacted] of [redacted] and is being furnished to you for your information only. It is not to be distributed outside your agency.

4. [redacted]

[redacted] is a [redacted] of [redacted] and is being furnished to you for your information only. It is not to be distributed outside your agency.



these were found to be non-infectious and referred to the shipping agents for action by the Shipping Federation Doctor. The Master of a foreign ship, which had been in Port for several days, died suddenly and the duty Port Medical Officer was called upon to confirm death. Cause of death was subsequently certified as coronary thrombosis.

#### 4. Mooring Stations.

By agreement with the Port Authority arrangements exist for the breasting off of any ship at the discharging berths allocated, where such action is considered necessary by the Port Medical Officer. This is done by placing one of the barges of about 20 feet beam which are always available between the vessel and the quay, whilst the vessel is subjected to the prescribed measures.

This arrangement obviates the necessity of moving the vessel from one berth to another and facilitates the discharge of her cargo whether during or when freed from control.

#### 5. Arrangements for:-

##### (a) Hospital accommodation for infectious diseases.

All cases of infectious disease other than smallpox are removed to Deepdale Hospital, Blackpool Road, Preston.

##### (b) Surveillance and follow-up of contacts.

Surveillance is carried out as suggested in Section 18(2) and Section 37 of the Public Health (Ships) Regulations, 1966.

##### (c) Cleansing and Disinfection of ships, persons, clothing and other articles.

The cleansing and disinfection of ships is carried out under the supervision of the Port Health Inspector. Clothing, bedding, etc. are removed in the Health Department's disinfection vehicles to the disinfection plant at the Ambulance Station, Deepdale Road, Preston.

Arrangements can also be made for persons to be cleaned and disinfested at the Greenbank Health Centre, Ripon Street, Preston, and bedding, etc. in the steam disinfector at the Ambulance Station, Deepdale Road, Preston.



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Section 2

Subsection (a)

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Subsection (b)

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Section 3

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## Section VII - Smallpox.

1. The reception of smallpox cases into hospital is in the hands of the Manchester Regional Hospital Board who advise as to which hospital is available for such purpose. Normally, Ainsworth Hospital, Bury, is retained as the first regional hospital to admit cases of smallpox.
2. Smallpox cases would be removed by ambulance belonging to Preston Corporation. The vaccinal state of the crews of these ambulances is the responsibility of the Medical Officer of Health of the County Borough of Preston.
3. **SMALLPOX CONSULTANTS:**
  - Dr. C. Metcalfe Brown, Town Hall, Manchester, 2.  
Manchester Central 3377 and Ringway 4273 (Home).
  - Dr. T.L. Hobday, 43, Ullet Road, Liverpool, 17.  
Liverpool Central 2542 and Sefton Park 4333 (Home).
  - Dr. A.G. Ironside, Mossall Isolation Hospital,  
Newton Heath, Manchester, 10.  
Collyhurst 2254 and 4271488 (Home).
  - Prof. A.B. Semple, Health Dept., Matton Garden,  
Liverpool, 3.  
Liverpool Central 8433 and Gateacre 2081 (Home).
4. Facilities for the laboratory diagnosis of smallpox are available at the Department of Bacteriology, University of Liverpool, under the direction of Professor K. McCarthy.

## Section VIII - Venereal Disease.

The Venereal Disease Clinic at the Preston Royal Infirmary is open at the following times:

Tuesday	5 p.m.	-	7 p.m.	Women
Wednesday	5 p.m.	-	7 p.m.	Men
Thursday	2 p.m.	-	4 p.m.	Women
Friday	5 p.m.	-	7 p.m.	Men.

Male patients from ships likely to sail before the next male clinic can also be seen on Tuesdays or Thursdays.

Fifty-nine seamen attended for treatment at the clinic for the first time during the year.



The purpose of this document is to provide information regarding the proposed changes to the existing regulations. The proposed changes are intended to improve the efficiency of the process and to ensure that the regulations are up-to-date and reflect the current state of the industry.

The proposed changes are as follows: 1. The definition of "person" shall be amended to include any individual or entity that is subject to the regulations. 2. The definition of "activity" shall be amended to include any action that is subject to the regulations.

These changes are necessary to ensure that the regulations are effective and enforceable.

The proposed changes are being made to the existing regulations. The proposed changes are intended to improve the efficiency of the process and to ensure that the regulations are up-to-date and reflect the current state of the industry.

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These changes are necessary to ensure that the regulations are effective and enforceable.



Section IX - Cases of notifiable and other infectious diseases on ships.

TABLE D.

Category	Disease	Number of cases during the year		Number of ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports	Nil	Nil	Nil	Nil
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Nil	Nil	Nil	Nil

No case or suspected case of smallpox, cholera, plague, yellow fever, typhus or relapsing fever occurred during the year.

Section X - Observations on the occurrence of malaria in ships.

No case of malaria occurred during the year.

Section XI - Measures taken against ships with or suspected for plague.

No ship infected with or suspected of carrying plague arrived during the year. In the event of such an occurrence, action in accordance with the measures outlined in Part I of the Fourth Schedule Public Health (Ships) Regulations, 1966, would be pursued.



Factor	Sum of Squares		Mean Square	F	p-value
	SS	df			
1. Treatment	120.5	2	60.25	15.8	<0.001
2. Sex	10.2	1	10.2	2.6	0.11
3. Age	5.8	1	5.8	1.5	0.22
4. Interaction Treatment x Sex	3.5	2	1.75	0.45	0.64
5. Interaction Treatment x Age	2.1	2	1.05	0.27	0.77
6. Interaction Sex x Age	0.8	1	0.8	0.21	0.64
7. Error	145.2	108	1.34		
8. Total	285.3	111			

SS = Sum of Squares; df = degrees of freedom; F = F-value; p-value = probability value.

### 3. Results

3.1. Effect of treatment

The results of the analysis of variance showed that the treatment had a significant effect on the different variables studied (Table 1). The mean values of the different variables for each treatment are shown in Table 2. The results showed that the treatment had a significant effect on the different variables studied (Table 1). The mean values of the different variables for each treatment are shown in Table 2. The results showed that the treatment had a significant effect on the different variables studied (Table 1). The mean values of the different variables for each treatment are shown in Table 2.

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Section XII - Measures against rodents in ships from foreign ports.

(1) Procedure for inspection of ships for rats.

All foreign-going vessels are inspected in the following sequence:

- (a) Vessels from infected ports.
- (b) Vessels from non-infected ports.
- (c) Foreign-going vessels that have arrived from another port in the British Isles.

A rodent operator sets traps on vessels where evidence of rats is found and revisits these and other vessels from foreign ports while cargo is being discharged.

(2) Arrangements for the bacteriological or pathological examination of rodents with special reference to rodent plague.

Rodents caught are placed in muslin bags, dipped in paraffin, labelled and despatched to the Public Health Laboratory, Preston.

(3) Arrangements in the district for deratting ships.

The deratting of vessels prior to the issue of Deratting Certificates may be effected with hydrogen cyanide or sodium fluoroacetate.

(4) Progress in the rat-proofing of ships.

Rat-proofing was found in good condition on vessels inspected and no repairs or improvements were required.

TABLE B.

Rodents destroyed during the year in ships from foreign ports.

Category								Number
Black rats	...	...	...	...	...	...	...	4
Brown rats	...	...	...	...	...	...	...	-
Species not known	...	...	...	...	...	...	...	-
Rats sent for examination	...	...	...	...	...	...	...	-
Rats infected with plague	...	...	...	...	...	...	...	-
Mice	...	...	...	...	...	...	...	-



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and suggested by the author's (1997) findings.

The majority of travelers come in the form of individual tourists.

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TABLE F.

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

No. of Deratting Certificates issued					Number of Deratting Exemption Certificates issued	Total Certificates issued
After fumigation with		After trapping	After poisoning	Total		
H.C.N.	Other fumigant					
(1)	(2)	(3)	(4)	(5)	(6)	(7)
-	-	-	-	-	75	75

It was not found necessary to have any ship deratted. The good standard of rat-proofing, the type of shipping using the port, and the ports of call of such shipping, were factors which led to the inspections revealing mainly rodent free vessels. Permanent waiting aboard the ships from the British West Indies was found to be effective.

In addition to his visits to shipping the rodent operator makes a regular search of the dock estate. During the year 23 rats and 32 mice were found dead after laying of bait. A more realistic estimate of the 'kill' is to be judged from the fact that of 1,350 poison baits which were laid, 784 were consumed. No infestation of the black rat was found on the docklands nor any other major rodent infestation.



Section 1. The following provisions shall be in full force and effect from and after the date of the passage of this act.

Section	Description	Amount			
		1911	1912	1913	1914
(1)	(a)	100	100	100	100
(2)	(b)	100	100	100	100

It is the policy of the State to encourage the production of agricultural products and to provide for the conservation of the natural resources of the State. To this end, the State shall encourage the production of agricultural products and the conservation of the natural resources of the State.

It is the policy of the State to encourage the production of agricultural products and to provide for the conservation of the natural resources of the State. To this end, the State shall encourage the production of agricultural products and the conservation of the natural resources of the State.



TABLE G.  
Inspection of Ships for Nuisances.

Nature and Number of Inspections	Defects found	Notices served		Defects remedied
		Statutory notices	Other notices	
Total number of ships visited ... 733				
The following defects and nuisances were found:-				
Vermin ... ..	15	- )		11
Heat, light and ventilation ...	1	- )		1
Washplaces and fittings dirty and defective ... ..	16	- )		12
Drainage defective ... ..	2	- )		1
Sanitary accommodation defective ..	5	- )	28	2
Food stores, preparation places and fittings dirty and defective	12	- )		8
Accommodation dirty and defective	17	- )		12
Drinking water system defective ...	4	- )		3
Refuse accumulations ... ..	7	- )		7
Smoke emissions ... ..	8	- )		7
	85	-	28	64

Of the 733 ships visited, 431 were from foreign ports; the remainder being coastwise or from Ireland. 165 foreign and 105 coastwise ships were revisited,

The standard of crews accommodation continues to improve. More new and modern ships are entering the port. As can be seen from the above table most of the defects and nuisances were remedied whilst in this port. The outstanding instances were mainly due to the ships leaving 'roston before the work could be put in hand or completed. The defects were mainly vermin infestations and unhygienic conditions in crews quarters, provisions stores and galleys. It was not found necessary in any case to take statutory action.



2. 1901  
 Statement of the Board of Directors

Assets	Liabilities		Assets	Liabilities
	Current	Fixed		
1			1	
2			2	
3			3	
4			4	
5			5	
6			6	
7			7	
8			8	
9			9	
10			10	
11			11	
12			12	
13			13	
14			14	
15			15	
16			16	
17			17	
18			18	
19			19	
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82			82	
83			83	
84			84	
85			85	
86			86	
87			87	
88			88	
89			89	
90			90	
91			91	
92			92	
93			93	
94			94	
95			95	
96			96	
97			97	
98			98	
99			99	
100			100	

At the close of the year 1900, the assets of the company were \$1,000,000.00, and the liabilities were \$1,000,000.00. The assets were divided into two classes, current and fixed. The current assets were \$500,000.00, and the fixed assets were \$500,000.00. The liabilities were divided into two classes, current and fixed. The current liabilities were \$500,000.00, and the fixed liabilities were \$500,000.00. The assets and liabilities were equal, and the company was in a sound financial position. The assets were divided into two classes, current and fixed. The current assets were \$500,000.00, and the fixed assets were \$500,000.00. The liabilities were divided into two classes, current and fixed. The current liabilities were \$500,000.00, and the fixed liabilities were \$500,000.00. The assets and liabilities were equal, and the company was in a sound financial position.



#### Section XIV - Public Health (Shell-Fish) Regulations, 1934 - 1948.

Mussel gathering in the Ribble Estuary was controlled by the Ribble Mussel Fishery Order, 1936 until this order was revoked in April, 1961 at the request of Lancashire County Council. Under this order, the County Council were the grantors of licences to pick mussels. The sale or distribution for human consumption of mussels taken from within the Preston Port Sanitary district, which embraces the Ribble Estuary, is still controlled by the Preston (Shell-Fish) Regulations, 1923. Under these regulations, mussels must be subjected to an approved process of cleansing. The Lytham Mussel Purification Station, operated by Lancashire County Council, was closed in April, 1957 through lack of demand. The last consignment of mussels picked from these beds and sent for cleansing was in 1957.

The estuary is still polluted by sewage. No samples of shell-fish were taken during the year. Mussels are present on both banks of the estuary. The nearest cleansing stations to the estuary are at Conway, Bangor and Portmadoc.

#### Section XV - Medical Inspection of Aliens and Commonwealth Immigrants.

- (a) The following Medical Inspectors held warrants of appointment on 31st. December, 1966 under both the Aliens Order, 1953 and the Commonwealth Immigrants Act, 1962.

Dr. J.E.G. Burnett  
Dr. L.P. Grime  
Dr. I.M.R. Furdon  
Dr. J.T. Carroll  
Dr. A. Fowden  
Dr. E.J. Hunt

- (b) Apart from occasional clerical work, no other staff are engaged.
- (c) Upon receipt of requests from the Home Office Immigration Officer, Aliens and Commonwealth Immigrants on arrival at the port are medically examined by a Medical Inspector.

(d)	<u>Alien Arrivals</u>	Total number of arriving ships carrying aliens	...	23
		Total number of aliens arriving at the port	...	38
		Total number of aliens medically examined	...	-
		Certificates issued	...	-
	<u>Commonwealth Immigrant Arrivals</u>	Commonwealth citizens subject to control	...	30
		Commonwealth citizens medically examined	...	8
		Certificates issued	...	-

- (e) Medical Inspection of Aliens and Commonwealth Immigrants is carried out on board ship.



1. The first step in the process of creating a new product is to identify a market need. This is often done through market research, which can involve surveys, focus groups, and other methods of gathering information about consumer behavior and preferences.

2. Once a market need has been identified, the next step is to develop a concept for the product. This involves brainstorming ideas and creating a rough sketch of the product's design and features.

3. The third step is to create a prototype of the product. This is a physical model of the product that can be used to test its functionality and appearance. Prototypes can be made using a variety of materials and techniques, depending on the nature of the product.

4. After a prototype has been created, the next step is to conduct a feasibility study. This involves evaluating the product's potential for success in the market, taking into account factors such as production costs, distribution channels, and competition.

5. If the feasibility study is positive, the next step is to develop a business plan for the product. This plan should outline the product's marketing strategy, production schedule, and financial projections.

6. The final step in the process is to launch the product in the market. This involves creating a marketing campaign to promote the product and establish its brand identity. Once the product is launched, it is important to monitor its performance and make adjustments as needed.

The second is still further from the truth. It is not true that the Government has been "forced" to do anything. The Government has been forced to do nothing. The Government has been forced to do nothing.

10. The following information was obtained from the records of the  
11. and the following information was obtained from the records of the  
12. and the following information was obtained from the records of the

Thompson, P. W. 1984. *Wetland Ecology and Management*. New York: McGraw-Hill.

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Printed at the Government Printing Office, New Delhi, India.



Section XVI - Miscellaneous.

(a) Arrangements for the burial on shore of persons who have died on board ship from infectious disease.

Arrangements for the interment of a deceased member of the crew of any vessel is the concern of the shipping agent and the following procedure would be adopted in the event of a death from infectious disease. The Superintendent of Mercantile Marine acting for the Ministry of Transport would be notified immediately. The body would be removed by the Health Department staff to the mortuary of the Deepdale Hospital, Preston for the purpose of local enquiry and verification of the cause of death.

(b) Legislation relating to work of the Port Health Authority.

Aliens Order, 1955  
Antioxidant in Food Regulations, 1958  
Arsenic in Food Regulations, 1959 and 1960  
Clean Air Act, 1956 and Permitted Periods (Vessels) Regulations, 1958  
Colouring Matter in Food Regulations, 1957  
Commonwealth Immigrants Act, 1962  
Dangerous Drugs Regulations, 1955  
Diseases of Animals Act, 1950 and Orders  
Factories Act, 1961  
Fluorine in Food Regulations, 1957  
Food and Drugs Act, 1955  
Food Hygiene (General) Regulations, 1960  
Food Hygiene (Decks, Carriers, etc.) Regulations, 1960  
Food Hygiene (Markets, Stalls and Delivery Vehicle) Regulations, 1966  
Hydrogen Cyanide (Fumigation) Act, 1957  
Hydrogen Cyanide (Fumigation of Ships) Regulations, 1957  
Lead in Food Regulations, 1961  
Liquid Egg (Pasteurisation) Regulations, 1965  
Meat Inspection Regulations, 1965  
Meat (Staining and Sterilisation) Regulations, 1960  
Meat (Treatment) Regulations, 1964  
Merchandise Marks Act, 1962 and Orders  
Mineral Hydrocarbons in Food Regulations, 1966  
Preservatives in Food Regulations, 1962  
Preston (Shellfish) Regulations, 1963  
Prevention of Damage by Pests Act, 1951 and Orders, 1951 and 1956  
Public Health Act, 1936 and 1961  
Public Health (Infectious Diseases) Regulations, 1955  
Public Health (Ships) Regulations, 1954, 1961, 1965 and 1966  
Public Health (Imported Milk) Regulations, 1926  
Public Health (Imported Food) Regulations, 1937 and 1948  
Public Health (Shellfish) Regulations, 1956 and 1958  
Soft Drinks Regulations, 1963.







(c) (1) Food Inspection.

A considerable tonnage of food imports arrived in the port during the year chiefly comprising bacon, bananas, butter, canned goods, coconuts, confectionery, citrus fruits, eggs, frozen fish, frozen foods, lard, meat and meat products, milk and milk products, poultry and potatoes. Refrigerated ships carrying cargoes of bananas and citrus fruits continued to arrive almost weekly from the British West Indies. During the year three refrigerated ships arrived from Canada (2) and Greenland (1) with cargoes of frozen fish. The majority of incoming food cargoes, arriving practically on all tides, came from Northern Ireland and Eire. Several small consignments of kippers arrived from the Isle of Man. Most of these foods are 'in transit' through the port and are only on the dock estate for a short period. Nevertheless it has been possible with the co-operation of the dock transport industry, to carry out routine inspections daily of such cargoes. Special attention is paid to perishable cargoes such as bacon and meat. The quality and condition of foods discharged at the port was found to be good and satisfactory.

Early in the year an 8 day strike by the dock labour force resulted in food cargoes being held up in the port. The perishable foods (e.g. butter, bacon, frozen liquid egg, meat, poultry) were inspected daily and quantities of dry ice were placed in the low-temperature insulated containers and a ship's hold. Upon resumption of work all consignments of food were inspected before being allowed to leave the port for destinations throughout Britain. No such food was considered to be unsound.

The following unsound foodstuffs were voluntarily surrendered for destruction:-

	Tons	Cwts.	Qrs.	Lbs.
Bananas (over-ripe, stem-rot and waste)	187	19	0	14
Canned foods (blown and leaking)		1	3	9
Citrus fruits (damaged and mould)		3	1	0
Lard (contaminated)		3	3	0
Potatoes (rotten and rodent contaminated)		10	0	0
Total	188	17	3	23



[illegible]

There is no doubt that the results of the study have been  
of great value to the public. The results have  
been used by many people, and they have been  
used in many ways. They have been used to  
show the importance of the study, and they  
have been used to show the value of the  
study. They have been used to show the  
importance of the study, and they have been  
used to show the value of the study.

and the following conditions:

Year	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	



The above does not take into account quantities of canned goods, damaged in transit, which were re-exported back to the canning factories in Ireland. The apparently large quantity of bananas surrendered is reasonable when compared with the total tonnage of some 32,000 tons of such fruit arriving at the port during the year and is indicative of the high standard set by the importer. Reasons for rejection of bananas principally are over-ripeness, damaged stems, and stem rot causing decay of individual fingers and hands.

(c) (ii) Food Sampling.

The following food samples were taken upon discharge at the port:-



The above information is for informational purposes only and should not be used for any other purpose. The information is not intended to be used for any other purpose.



<u>Sample</u>	<u>Bacteriological or Chemical</u>	<u>Satisfactory</u>	<u>Unsatisfactory</u>
Canned Rice Milk Pudding	Bacteriological	1	-
Canned Rice Milk Pudding	Chemical	1	-
Canned Creamed Mushrooms	Bacteriological	1	-
Canned Creamed Mushrooms	Chemical	1	-
Canned Grilled Mushrooms in Brine	Bacteriological	1	-
Canned Grilled Mushrooms in Brine	Chemical	1	-
Fresh Grapefruits	Chemical	1	-
Bananas	Chemical	-	1
Canned Pure Dairy Cream	Bacteriological	1	-
Canned Pure Dairy Cream	Chemical	1	-
Canned Full Cream Evaporated Milk	Bacteriological	1	-
Canned Full Cream Evaporated Milk	Chemical	1	-
Dried Separated Milk Powder	Bacteriological	1	-
Dried Separated Milk Powder	Chemical	1	-
Fresh Limes	Chemical	1	-
Butter	Chemical	1	-
Butter	Bacteriological	1	-
Canned Macaroni Milk Pudding	Chemical	1	-
Canned Macaroni Milk Pudding	Bacteriological	1	-
Bubble Gum	Chemical	1	-
Canned Fruit Salad	Bacteriological	1	-
Canned Fruit Salad	Chemical	-	1
Canned Dairy Cream	Bacteriological	1	-
Canned Dairy Cream	Chemical	1	-
Lard	Chemical	1	-
Bacon	Chemical	1	-
Canned Fruit Salad	Bacteriological	1	-
Canned Fruit Salad	Chemical	1	-
Chocolate Crumbs	Chemical	1	-
Bananas	Chemical	1	-
Fresh Grapefruit	Chemical	1	-
Fresh Pumpkins	Chemical	1	-
Canned Fruit Salad	Bacteriological	1	-
Canned Fruit Salad	Chemical	1	-
Frozen Food (Beefburger)	Chemical	1	-
Frozen Food (Beefburger)	Bacteriological	1	-
Frozen Cod Block (fillets)	Bacteriological	1	-
Frozen Cod Block (fillets)	Chemical	1	-
Frozen Food (Hamburgers)	Bacteriological	1	-
Fresh Grapefruit	Chemical	1	-
Total		38	2



Date	Description	Amount	Total
1	Jan 1	100.00	100.00
2	Jan 2	50.00	150.00
3	Jan 3	25.00	175.00
4	Jan 4	10.00	185.00
5	Jan 5	5.00	190.00
6	Jan 6	2.50	192.50
7	Jan 7	1.25	193.75
8	Jan 8	0.62	194.37
9	Jan 9	0.31	194.68
10	Jan 10	0.16	194.84
11	Jan 11	0.08	194.92
12	Jan 12	0.04	194.96
13	Jan 13	0.02	194.98
14	Jan 14	0.01	194.99
15	Jan 15	0.00	195.00
16	Jan 16	0.00	195.00
17	Jan 17	0.00	195.00
18	Jan 18	0.00	195.00
19	Jan 19	0.00	195.00
20	Jan 20	0.00	195.00
21	Jan 21	0.00	195.00
22	Jan 22	0.00	195.00
23	Jan 23	0.00	195.00
24	Jan 24	0.00	195.00
25	Jan 25	0.00	195.00
26	Jan 26	0.00	195.00
27	Jan 27	0.00	195.00
28	Jan 28	0.00	195.00
29	Jan 29	0.00	195.00
30	Jan 30	0.00	195.00
31	Jan 31	0.00	195.00
32	Feb 1	100.00	295.00
33	Feb 2	50.00	345.00
34	Feb 3	25.00	370.00
35	Feb 4	10.00	380.00
36	Feb 5	5.00	385.00
37	Feb 6	2.50	387.50
38	Feb 7	1.25	388.75
39	Feb 8	0.62	389.37
40	Feb 9	0.31	389.68
41	Feb 10	0.16	389.84
42	Feb 11	0.08	389.92
43	Feb 12	0.04	389.96
44	Feb 13	0.02	389.98
45	Feb 14	0.01	389.99
46	Feb 15	0.00	390.00
47	Feb 16	0.00	390.00
48	Feb 17	0.00	390.00
49	Feb 18	0.00	390.00
50	Feb 19	0.00	390.00
51	Feb 20	0.00	390.00
52	Feb 21	0.00	390.00
53	Feb 22	0.00	390.00
54	Feb 23	0.00	390.00
55	Feb 24	0.00	390.00
56	Feb 25	0.00	390.00
57	Feb 26	0.00	390.00
58	Feb 27	0.00	390.00
59	Feb 28	0.00	390.00
60	Feb 29	0.00	390.00
61	Mar 1	100.00	490.00
62	Mar 2	50.00	540.00
63	Mar 3	25.00	565.00
64	Mar 4	10.00	575.00
65	Mar 5	5.00	580.00
66	Mar 6	2.50	582.50
67	Mar 7	1.25	583.75
68	Mar 8	0.62	584.37
69	Mar 9	0.31	584.68
70	Mar 10	0.16	584.84
71	Mar 11	0.08	584.92
72	Mar 12	0.04	584.96
73	Mar 13	0.02	584.98
74	Mar 14	0.01	584.99
75	Mar 15	0.00	585.00
76	Mar 16	0.00	585.00
77	Mar 17	0.00	585.00
78	Mar 18	0.00	585.00
79	Mar 19	0.00	585.00
80	Mar 20	0.00	585.00
81	Mar 21	0.00	585.00
82	Mar 22	0.00	585.00
83	Mar 23	0.00	585.00
84	Mar 24	0.00	585.00
85	Mar 25	0.00	585.00
86	Mar 26	0.00	585.00
87	Mar 27	0.00	585.00
88	Mar 28	0.00	585.00
89	Mar 29	0.00	585.00
90	Mar 30	0.00	585.00
91	Mar 31	0.00	585.00
92	Apr 1	100.00	685.00
93	Apr 2	50.00	735.00
94	Apr 3	25.00	760.00
95	Apr 4	10.00	770.00
96	Apr 5	5.00	775.00
97	Apr 6	2.50	777.50
98	Apr 7	1.25	778.75
99	Apr 8	0.62	779.37
100	Apr 9	0.31	779.68
101	Apr 10	0.16	779.84
102	Apr 11	0.08	779.92
103	Apr 12	0.04	779.96
104	Apr 13	0.02	779.98
105	Apr 14	0.01	779.99
106	Apr 15	0.00	780.00
107	Apr 16	0.00	780.00
108	Apr 17	0.00	780.00
109	Apr 18	0.00	780.00
110	Apr 19	0.00	780.00
111	Apr 20	0.00	780.00
112	Apr 21	0.00	780.00
113	Apr 22	0.00	780.00
114	Apr 23	0.00	780.00
115	Apr 24	0.00	780.00
116	Apr 25	0.00	780.00
117	Apr 26	0.00	780.00
118	Apr 27	0.00	780.00
119	Apr 28	0.00	780.00
120	Apr 29	0.00	780.00
121	Apr 30	0.00	780.00
122	May 1	100.00	880.00
123	May 2	50.00	930.00
124	May 3	25.00	955.00
125	May 4	10.00	965.00
126	May 5	5.00	970.00
127	May 6	2.50	972.50
128	May 7	1.25	973.75
129	May 8	0.62	974.37
130	May 9	0.31	974.68
131	May 10	0.16	974.84
132	May 11	0.08	974.92
133	May 12	0.04	974.96
134	May 13	0.02	974.98
135	May 14	0.01	974.99
136	May 15	0.00	975.00
137	May 16	0.00	975.00
138	May 17	0.00	975.00
139	May 18	0.00	975.00
140	May 19	0.00	975.00
141	May 20	0.00	975.00
142	May 21	0.00	975.00
143	May 22	0.00	975.00
144	May 23	0.00	975.00
145	May 24	0.00	975.00
146	May 25	0.00	975.00
147	May 26	0.00	975.00
148	May 27	0.00	975.00
149	May 28	0.00	975.00
150	May 29	0.00	975.00
151	May 30	0.00	975.00
152	May 31	0.00	975.00
153	Jun 1	100.00	1075.00
154	Jun 2	50.00	1125.00
155	Jun 3	25.00	1150.00
156	Jun 4	10.00	1160.00
157	Jun 5	5.00	1165.00
158	Jun 6	2.50	1167.50
159	Jun 7	1.25	1168.75
160	Jun 8	0.62	1169.37
161	Jun 9	0.31	1169.68
162	Jun 10	0.16	1169.84
163	Jun 11	0.08	1169.92
164	Jun 12	0.04	1169.96
165	Jun 13	0.02	1169.98
166	Jun 14	0.01	1169.99
167	Jun 15	0.00	1170.00
168	Jun 16	0.00	1170.00
169	Jun 17	0.00	1170.00
170	Jun 18	0.00	1170.00
171	Jun 19	0.00	1170.00
172	Jun 20	0.00	1170.00
173	Jun 21	0.00	1170.00
174	Jun 22	0.00	1170.00
175	Jun 23	0.00	1170.00
176	Jun 24	0.00	1170.00
177	Jun 25	0.00	1170.00
178	Jun 26	0.00	1170.00
179	Jun 27	0.00	1170.00
180	Jun 28	0.00	1170.00
181	Jun 29	0.00	1170.00
182	Jun 30	0.00	1170.00
183	Jul 1	100.00	1270.00
184	Jul 2	50.00	1320.00
185	Jul 3	25.00	1345.00
186	Jul 4	10.00	1355.00
187	Jul 5	5.00	1360.00
188	Jul 6	2.50	1362.50
189	Jul 7	1.25	1363.75
190	Jul 8	0.62	1364.37
191	Jul 9	0.31	1364.68
192	Jul 10	0.16	1364.84
193	Jul 11	0.08	1364.92
194	Jul 12	0.04	1364.96
195	Jul 13	0.02	1364.98
196	Jul 14	0.01	1364.99
197	Jul 15	0.00	1365.00
198	Jul 16	0.00	1365.00
199	Jul 17	0.00	1365.00
200	Jul 18	0.00	1365.00
201	Jul 19	0.00	1365.00
202	Jul 20	0.00	1365.00
203	Jul 21	0.00	1365.00
204	Jul 22	0.00	1365.00
205	Jul 23	0.00	1365.00
206	Jul 24	0.00	1365.00
207	Jul 25	0.00	1365.00
208	Jul 26	0.00	1365.00
209	Jul 27	0.00	1365.00
210	Jul 28	0.00	1365.00
211	Jul 29	0.00	1365.00
212	Jul 30	0.00	1365.00
213	Jul 31	0.00	1365.00
214	Aug 1	100.00	1465.00
215	Aug 2	50.00	1515.00
216	Aug 3	25.00	1540.00
217	Aug 4	10.00	1550.00
218	Aug 5	5.00	1555.00
219	Aug 6	2.50	1557.50
220	Aug 7	1.25	1558.75
221	Aug 8	0.62	1559.37
222	Aug 9	0.31	1559.68
223	Aug 10	0.16	1559.84
224	Aug 11	0.08	1559.92
225	Aug 12	0.04	1559.96
226	Aug 13	0.02	1559.98
227	Aug 14	0.01	1559.99
228	Aug 15	0.00	1560.00
229	Aug 16	0.00	1560.00
230	Aug 17	0.00	1560.00
231	Aug 18	0.00	1560.00
232	Aug 19	0.00	1560.00
233	Aug 20	0.00	1560.00
234	Aug 21	0.00	1560.00
235	Aug 22	0.00	1560.00
236	Aug 23	0.00	1560.00
237	Aug 24	0.00	1560.00
238	Aug 25	0.00	1560.00
239	Aug 26	0.00	1560.00
240	Aug 27	0.00	1560.00
241	Aug 28	0.00	1560.00
242	Aug 29	0.00	1560.00
243	Aug 30	0.00	1560.00
244	Aug 31	0.00	1560.00
245	Sep 1	100.00	1660.00
246	Sep 2	50.00	1710.00
247	Sep 3	25.00	1735.00
248	Sep 4	10.00	1745.00
249	Sep 5	5.00	1750.00
250	Sep 6	2.50	1752.50
251	Sep 7	1.25	1753.75
252	Sep 8	0.62	1754.37
253	Sep 9	0.31	1754.68
254	Sep 10	0.16	1754.84
255	Sep 11	0.08	1754.92
256	Sep 12	0.04	1754.96
257	Sep 13	0.02	1754.98
258	Sep 14	0.01	1754.99
259	Sep 15	0.00	1755.00
260	Sep 16	0.00	1755.00
261	Sep 17	0.00	1755.00
262	Sep 18	0.00	1755.00
263	Sep 19	0.00	1755.00
264	Sep 20	0.00	1755.00
265	Sep 21	0.00	1755.00
266	Sep 22	0.00	1755.00
267	Sep 23	0.00	1755.00
268	Sep 24	0.00	1755.00
269	Sep 25	0.00	1755.00
270	Sep 26	0.00	1755.00
271	Sep 27	0.00	1755.00
272	Sep 28	0.00	1755.00
273	Sep 29	0.00	1755.00
274	Sep 30	0.00	1755.00
275	Sep 31	0.00	1755.00
276	Oct 1	100.00	1855.00
277	Oct 2	50.00	1905.00
278	Oct 3	25.00	1930.00
279	Oct 4	10.00	1940.00
280	Oct 5	5.00	1945.00
281	Oct 6	2.50	1947.50
282	Oct 7	1.25	1948.75
283	Oct 8	0.62	1949.37
284	Oct 9	0.31	1949.68
285	Oct 10	0.16	1949.84
286	Oct 11		



The unsatisfactory sample of bananas was in actual fact the 'splashing' of banana skins with a stem rot preventative containing a prohibited colouring matter. This rot preventative was meant to be applied to the stem ends only but its haphazard application in the West Indies resulted in contamination of fruit skin. The importers were informed of the unsatisfactory report on this sample and they gave their assurance that stricter supervision would be given to the painting of stalks in the British West Indies so as to ensure little, if any, staining of the banana skins. This sample was taken early in the year and subsequent regular routine inspections carried out during the remainder of the year found negligible evidence of only minute 'splashing'. A sample of canned fruit salad was found to be incorrectly labelled in that the list of ingredients was given in the wrong order. The importers and canners were notified and later consignments of this commodity were found to be correctly labelled.

(c) (iii) Food Hygiene.

Regular inspections were carried out of premises and vehicles in order to ensure compliance with the Food Hygiene (Docks and Carriers) Regulations, 1960. The premises where foods in transit were temporarily stored were found generally to be reasonably well maintained having regard to the constant 'in and out' movement of goods. Construction of insulated containers for bulk food transport is continually improving and is of a high standard, whilst the system of open 'flat' conveyance is diminishing. The cleansing of flats and containers is normally carried out at the port of loading. It was found necessary on several occasions to direct the attention of management to certain unsatisfactory conditions.

Co-operation from the shipping and transport industries has been encouraging and formal action has not been necessary.



The Commission report on the subject of the rights of the individual in the family is a most important document. It is a study of the family as a social unit, and of the rights of the individual within it. The Commission has found that the family is the basic unit of society, and that the rights of the individual are derived from the family. It has also found that the family is a source of strength and support for the individual, and that it is essential for the well-being of the individual that the family be preserved. The Commission has therefore recommended that the rights of the individual in the family be protected, and that the family be supported by the State.

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The Commission has also found that the family is a source of strength and support for the individual, and that it is essential for the well-being of the individual that the family be preserved. The Commission has therefore recommended that the rights of the individual in the family be protected, and that the family be supported by the State. It has also found that the family is a source of strength and support for the individual, and that it is essential for the well-being of the individual that the family be preserved. The Commission has therefore recommended that the rights of the individual in the family be protected, and that the family be supported by the State.

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(d) Dock Estate.

The Corporation, acting in their capacity as the Port of Preston Authority, arranged for the execution of works to improve the amenities used by the dock labour force and other personnel employed on the dock estate. Six new blocks of sanitary accommodation were almost completed by the end of the year; these contain modern fittings including sanitary conveniences, wash hand basins, hot and cold water and warm-air dryers. New Messrooms were erected and more are to be built; these provide locker accommodation, first aid equipment, personal washing facilities, and facilities for taking meals.

At the request of the Port Health Authority, private firms built two new blocks of sanitary accommodation and messrooms for use of their employees working in transit sheds where a considerable tonnage of bacon in transit is stored. Improvements were effected in three privately owned canteens situated on the dock estate. Work was carried out at several offices to improve accommodation and for general compliance with the Offices, Shops and Railway Premises Act, 1963. Two new large office blocks used by private firms were built and a further block is under construction.

Other structural work completed on the estate included maintenance and resurfacing of roads, the building of the first transit shed on the new dock Development Site, and certain drainage work including the connection to sewer of drainage previously served by a septic tank which discharged into the river.

(e) Smoke Control.

The entire area of the Dock Estate is contained within operative Smoke Control Orders resulting in the effective control of smoke emission from the many installations on the estate. During the year it was not found necessary to take formal action against any offenders. The plant of one firm was found to be emitting grit and dust; the owners carried out certain works of improvement so as to abate the nuisance.



The Corporation, acting in their capacity as the Port of Providence  
 authority, arranged for the execution of work to improve the sanitation  
 and by the dock labor force and other personnel engaged on the dock  
 estate. Six new blocks of sanitary accommodation were almost completed  
 by the end of the year. These contain modern latrines including sanitary  
 conveniences, wash hand basins, hot and cold water and water-closets.  
 New showers were erected and were also to be built. These provide for  
 accommodation, first aid equipment, personal washing facilities, and  
 facilities for taking meals.

At the request of the Port Health Authority, private firms built  
 two new blocks of sanitary accommodation and showers for use of their  
 employees working in transit sheds where a considerable number of persons  
 in transit is stored. Improvements were effected in three privately owned  
 houses situated on the dock estate. Work was carried out at several  
 offices to improve accommodation and for general compliance with the Office,  
 shops and railway premises Act, 1955. Two new large office blocks were by  
 private firms were built and a further block is under construction.  
 Other structural work completed on the estate included maintenance and  
 resurfacing of roads, the building of the first transit shed on the new  
 dock development site, and certain drainage work including the connection  
 to sewer of drainage previously carried by a private tank which discharged  
 into the river.

The entire area of the dock estate is contained within operative limits  
 Control Orders resulting in the effective control of smoke emission from  
 the many installations on the estate. During the year it was not found  
 necessary to take formal action against any offenders. The plant of one  
 firm was found to be emitting grit and dust; the owners carried out certain  
 works of improvement so as to abate the nuisance.



With the gradual disappearance of coal burning ships the number of smoke nuisances from this source is almost negligible. The attention of ships' captains and engineers was directed to any smoke emissions and co-operation was found to be responsive and effective. No statutory action was necessary.



With the gradual disappearance of coal burning ships the number of smokestacks from this source is almost negligible. The attention of ship's engineers and engineers was directed to any smoke emissions and no investigation was found to be responsible and effective. No statutory